

Brandenburg-Arado Airfield

25X1A

DESCRIPTION see below PLACE OBTAINED 25X1A  
 25X1 OF CONTENT [REDACTED]  
 DATE OBTAINED [REDACTED] DATE PREPARED 16 February 1953  
 REFERENCES 25X1  
 PAGES 4 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto  
 REMARKS

SOURCE [REDACTED] 25X1

1. The following observations were made at Brandenburg-Arado airfield between 28 November 1952 and 10 January 1953:
- 25X1 28 November, 4, 6, and 8 December. There was no activity at the field. The snow, 10 to 15 cm deep, was not removed.
- 10, 13, and 14 December. There was no air activity.
- 11 December. Between 10 a.m. and 3:30 p.m., a biplane was aloft.
- 16 December. Between 11 a.m. and 3 p.m., local flights were made near the field.
- 18 December. An IL-10 took off at 11:40 a.m., circled several times over the field and landed at 11:55 a.m. There was no more air activity. The weather was dull, the ceiling being at an altitude of about 200 meters. During the air activity, the radio truck was parked on the southern edge of Neuendorf. Except for about 24 IL-10s parked on the eastern edge of the field, no other aircraft were observed at other sites or in the aircraft revetments. The interior of the hangars could not be observed.
- 24 December. At 9:30 a.m., soldiers removed the tarpaulins of IL-10s parked at the dispersal area. Red upper edges on the rudder assemblies and red propeller hubs were identified on these planes. Several planes were refueled, and work was in progress on their engines. There was no air activity.
- 26 December. At 8 a.m., there was intensive air activity by IL-10s. About 30 soldiers made the planes ready for flying. By and by, almost all the aircraft engines were started. Between 9:40 a.m. and about 4 p.m., there was individual flying near the field, 3 to 5 planes being aloft at the same time. Three planes with the white Nos 10, 41, and 48 had red upper edges on their rudder assemblies and red propeller hubs. At about 4 p.m., a biplane landed at the field coming from the southeast.
- 3 January. At about 9 a.m., the tarpaulins were removed from several IL-10s. After removing the hoods from the two planes, work was started on their engines. Between 10 a.m. and 1:45 p.m., two biplanes took off and landed several times. The two IL-10s on which work had been done also took off and landed several times. After the landing, work continued on these planes. A biplane and an IL-10 plane took off at 2:30 p.m. and did not return within the next hours.
- 5 January. Work was being done on the engines of several IL-10s throughout the day. One of these planes took off at 10:20 and landed at 10:45 a.m. Two take-offs and landings were made in the afternoon.
- 9 January. Between 8 a.m. and 4:10 p.m., there was air activity by IL-10s, which made individual flights for 15 to 25 minutes. There was a closed cloud base at 200 to 300 meters. During air activity, the radio truck was again observed on the southern edge of Neuendorf.

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10 January. Between 9:30 a.m. and 1 p.m., individual flights were made near the field. It was observed in hazy weather that the aircraft had one-man crews. After each landing, the pilot was exchanged.<sup>2</sup>

2. On 8 January, a snow plow towed by a caterpillar tractor removed the snow, 15 to 20 cm deep, in the middle of the field for a length of about 1,500 meters and a width of 30 meters. Subsequently, the snow on the strip was leveled by a device consisting of two beams towed by a tractor.<sup>3</sup> At last, the snow was rolled by a roller which was also towed by a tractor. The cleared take-off and landing strip extended in east-west direction.
3. Prior to late 1952, the barbed wire fence in the southeastern corner of the field toward the former Arado area still had a gap of about 50 meters. This gap was closed in early January 1953. The entire field was now surrounded by a barbed wire fence.<sup>4</sup>
4. Work on the shrapnelproof aircraft revetments and shelters has been discontinued since late November. A total of 27 shrapnelproof revetments and 14 bunkers was observed at the field in early January.
5. The following military activity was observed at the field between 10 December and 15 January:
  - 10 December. At 9 a.m., four groups of 2 officers and 18 to 20 EM each were engaged in combat training on the eastern half of the field. All the soldiers wore black-bordered blue epaulets and were armed with carbines. They advanced in a skirmish line leapfrogging toward the enemy line. There was no firing with blank cartridges. At the same time, two groups of 1 NCO and 8 EM each, all wearing black-bordered blue epaulets were engaged in basic training. Source believed that recruits without arms were drilling. At about 3:30 p.m., two groups of 1 officer, 2 NCOs and 18 soldiers wearing black-bordered blue epaulets marched across the field toward the quarters on Einstein Strasse coming from the direction of Neuendorf.
  - 19 December. At about 2 p.m., two groups of 2 officers and 40 soldiers each practiced marching in files and columns. Both groups, armed with carbines, started combat training at about 2:30 p.m. They practiced attacking and penetrating at platoon level.
  - 23 December. A group of about 40 soldiers and three groups of 1 NCO and 8 EM wearing black-bordered blue epaulets were engaged in basic training without weapons.
  - 27 December. At 10 a.m., two groups of 1 instructor and 8 to 9 EM each wearing black-bordered blue epaulets conducted basic training without weapons. At 10:45 a.m., two groups of 1 officer and about 20 EM each practiced with carbines at platoon level.
  - 29 December. Two groups each of about 40 men wearing black-bordered blue epaulets were engaged in basic training and close order drill.
  - 15 January. Two groups each of about 20 soldiers armed with carbines were engaged in combat training in the middle of the field.<sup>5</sup>
6. In December, an air force unit was quartered in the western section of the Pionier Kaserne on Einstein Strasse, next to a tank unit. At the reveille at 6 a.m., about 75 % of the windows of the buildings Nos 1, 2, 3, and 4 were lighted. Source had the impression that the barracks installations were not occupied to capacity and that less soldiers than previously were observed in the other barracks areas of the military post.<sup>6</sup>

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7. In early December, the barbed wire fence around the field was cut, and a gate was erected in line with the westernmost building on Einstein Strasse, about 400 meters west of the northwestern corner of the Pioneer Kaserne. A sentry wearing red-bordered black epaulets and armed with a carbine was posted at this entrance gate which connected the field with Einstein Strasse.

8. The following observations were made at the field between 1 December and 5 January:

1 and 2 December. There was foggy weather, and no flights were made.

3 December. The noise of aircraft engines was heard from the field, but no take-offs were observed. At 2 p.m., 26 IL-10s were counted at the field. Red upper edges on their rudder assemblies were observed on all the planes at the field.

4 and 5 December. Between 6 a.m. and 2 p.m., no air activity was observed.

6 December. Between 6 a.m. and 2 p.m., no flights were made. At 3:10 p.m., 25 IL-10s were counted at the field.

8 and 10 December. There was no air activity in the morning. Twenty-six IL-10s were still parked on the dispersal areas.

11 December. Between 11:15 a.m. and 3:10 p.m., individual flights were made by Po-2s which circled over the field for 8 to 10 minutes.

16 December. Between noon and 2:30 p.m., there was little air activity by IL-10s which practiced taking off and landing. Twenty-four IL-10s were counted at the field.

20 December. There was foggy weather throughout the day, and no flights were made.

26 December. Between 10:20 a.m. and 3:10 p.m., individual planes practiced flying particularly taking off and landing. Three to four planes were continuously in the air.

5 January. At about 10 a.m., there was air activity. At about noon, a plane with the yellow number 83 with green upper edge on its rudder assembly and two planes with red upper edges on their rudder assemblies were observed at the southern edge of the field. Aft of these planes, there were 1 radio truck, 1 fire truck, 3 tank trucks, 1 truck, 1 sedan, 1 tractor, 1 command car, and 24 soldiers. Half the fuselage of a plane projected from a hanger. Wheel blocks were observed on the dispersal areas where aircraft had formerly been parked.

9. Between 9:40 and 11 a.m. on 29 December, there was ground fog and a visibility of 400 meters. No air activity was performed. Eleven ground attack planes were parked on the northern edge of the field. No additional planes could be identified because of the poor visibility. A short time before 10 a.m., 15 men marched to the aircraft, 3 men to each plane. They took off the hoods and worked on the engines.

10. On 29 December, a sentry wearing red-bordered black epaulets was posted at the main entrance into the barracks installation in the northern section of the field. There was intensive activity in the barracks installation. Trucks moved into the barracks yard. Three new kennels were built at the ammunition dump between the road along the southern field border and the Havel River. The first ammunition shed was guarded by a sentry wearing black-bordered blue epaulets and the other two sheds by sentries who wore red-bordered black epaulets and artillery insignia.

11. Two officers and 45 EM wearing red-bordered black epaulets with artillery insignia worked on a new AA gun emplacement about 300 meters west of the ammunition dump at the field. Two earth bunkers and four AA gun emplacements, probably for 37-mm AA guns, were observed. An 8-wire telephone line extended from the ammunition dump to this emplacement.

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12. On 29 December, 8 shrapnelproof revetments and 2 earth bunkers were observed south of the above described AA gun emplacements in the eastern section of the field. The last revetment was located on the northern edge of Neuendorf.

25X1A 1. Comment. According to available information, Brandenburg-Arado airfield is occupied by a ground attack regiment. Contrary to previous observations, only about 25 IL-10s were recently observed at the field. The present location of the other planes has not been determined. The aircraft of the ground attack regiment at the field are marked by red upper edges on their rudder assemblies.

25X1A 2. Comment. It is believed that a number of new pilots was assigned to the air regiments after the fall maneuvers of 1952. During the flights observed, new pilots were possibly being trained.

3. Comment. For makeshift roller used for leveling the snow, see Annex 1.

4. Comment. A sketch showing the course of the fence around the airfield was forwarded previously.

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5. Comment. Probably recruits assigned to the ground units at the field in late 1952 underwent training.

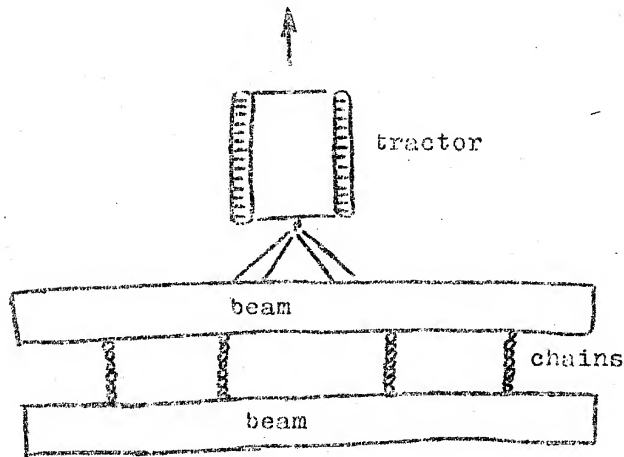
6. Comment. For layout sketch of the Pionier Kaserne, see Annex 2.

7. Comment. From the information that a plane was observed projecting from a hangar, it may be inferred that the other planes of the ground attack regiment are parked in the hangars at the field.

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Wakeshift Roller Used for Levelling the Snow at  
Brandenburg-Arado Airfield

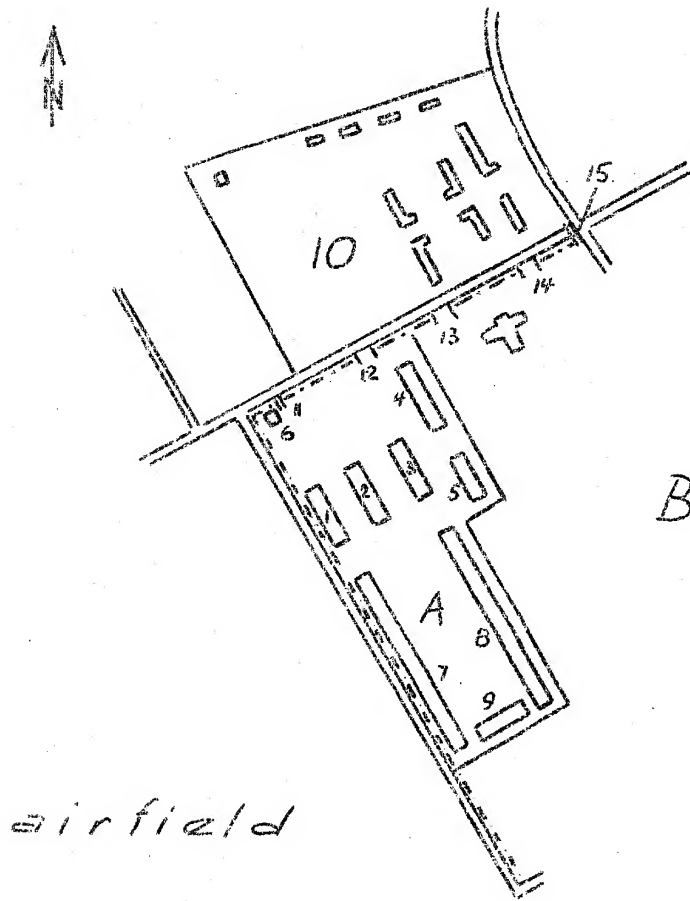
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SECURITY INFORMATION

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Pionier Kaserne in Brandenburg-Arado

Legend: See next page.

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Annex 2

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Pionier Kaserne in Brandenburg-AradoLegend:

- A Portion of Pionier Kaserne occupied by air force personnel
- B Portion of Pionier Kaserne occupied by tank unit
- 1 to 3 Barracks buildings
- 4 Barracks building with guardhouse and detention room
- 5 Storage building with messhall
- 6 Small barracks building located at the road
- 7 to 9 Halls, probably for motor vehicles
- 10 Quarters occupied by soldiers wearing red-bordered black epaulets; these buildings, which are surrounded by a board fence, are located outside the barracks area
- 11 Entrance gate, not used by motor vehicles
- 12 Entrance gate
- 13 and 14 Entrance gate to barracks area A
- 15 Large gate serving as road block

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